

March 27, 1985

LB 112, 395, 488, 662
LR 78, 79

guests in the north balcony this morning. They are eight sixth, seventh and eighth graders from Hemingford, Nebraska, and Chadron schools accompanied by their sponsors. We welcome you to the Nebraska Legislature and thank you for coming all the way from western Nebraska. LB 112.

CLERK: Mr. President, if I might right before that, LR 78 and 79 are ready for your signature. In addition, Senator Beyer would like to print amendments to 395; Senator Vickers amendments to LB 488 and Senator Schmit amendments to 662. (See pages 1211-15 of the Legislative Journal.)

PRESIDENT: While the Legislature is in session and capable of transacting business, I propose to sign and do sign LR 78 and 79.

CLERK: Mr. President, LB 112 was introduced by Senator Withem and Senator Hartnett. (Title read.) The bill was read on January 11, referred to the Revenue Committee, advanced to General File.

PRESIDENT: Senator Withem.

SENATOR WITHEM: Mr. President and members of the body, LB 112 is a bill that Senator Hartnett and I brought to the Legislature. The intent of it is to provide needed increased revenues for cities and counties in their road programs. It accomplishes this by putting an additional one cent per gallon tax on motor fuels. We had a hearing on the bill. No one appeared in opposition to this bill. It is a very crying need in the county, excuse me, in the state. I have distributed some charts here to you. I'd just like to explain what those deal with. I apologize for not putting the bill number on the charts, but they're the ones dealing with highway allocation fund distribution. If you'll notice the first chart, basically all that shows is that in real dollars, adjusted for inflation, since 1977 the amount of funds available to the cities and to the counties have decreased by roughly \$10 million, that is in purchasing power. The second chart indicates to you the huge percentage of the roads within our state that are, in fact, county roads, 63.3 percent are county roads. The final chart over here, the line graph, shows you what has happened in the state in terms of construction costs, in terms of amount of dollars available, to the State Highway Trust Fund. Finally, down at the bottom you notice the decreasing